



HISTORIC RACING BOATS F.I.M. RULES 2016

- EXTRACT FOR THE PILOTS -

THE COMPLETE RULES TO RESPECT are on : www.fimconi.it > Competizione > Storiche da corsa

Art. 1 - PRELIMINARY

The "Historic Racing Boats", as its historical-sport property, is an official section directly regulated by the FIM. Organizers and pilots must respect all the specific rules. These rules are valid only for not racing events.

Art. 2 - BOATS

A - Classification

Are recognized "Historic" and accepted at the events, only the racing boats built at the period, conserved and still existing at today.

Are classified in 3 categories : Racer, runabout, racing Outbord.

Historical periods : **Classic A** - Boats at least 30 years old / **Classic B** - Boats at least 20 years old.

The replicas are not accepted.

B - Authenticity

The owner must to prove the authenticity and the historical period of the boat (art. 2/A). **Differently will be refused.**

C - Safety Rules

To be accepted, the boat must be introduced to the technical scrutineerings with the following safety applications.

1- Automatic Swicht-Off. Must be connected to the pilot. Must be **automatically operative** for the immediate swicht-off of the engine and the swicht-off of the battery from all the electrical contacts-lines.

2- Trottle. Must be automatically back-returning and must have an **additional safety back returning-spring.**

3- Engine Cover bodywork. Must have 2 safety hooks per side. Same for every other removable part of the bodywork.

4- Slings-Hooks. Each boat must use its own slings and hooks (closed type), **modern and certificated** to lift minimum the **double weight of the boat.** Their efficiency are under the full responsibility of whom uses theme.

5- Paddle. Each boat must have on board a paddle with the **full blade painted Orange fluorescent** (for emergency signals).

6- Camera on bord. Is **prohibited fixed on the helmet.** Can be fixed on the boat but with an additional safety cable.

7- Propeller-Off. In the paddock is **absolutely prohibited** to start the engines with the propeller directly connected to the engine.

8- Extinguisher in Paddock. Each boat must have **in its area** in the paddock, its own extinguisher of **minimum capacity of 2 kg.**, immediately ready to use during the gasoline refuelling and the engine starting.

D - Race Numbers - Publicity

The boats **must have the race number** (big size) on the **2 vertical sides** (if possible the same number of the past).

Any kind of publicity is prohibited (accepted only if documented existing at the period).

Art. 3 - PILOTS

A - Pilots Accepted

Are accepted the pilots of the maximum age of 75 years old (birthday during this year), members of boating-clubs regularly associated to FIM-UIM.

They must have all the documents requested and be able to drive with experience his own boat. The new-entry pilot must declare in advance which kind of pre-training has been done with his specific boat. **Is accepted only 1 pilot for each boat registered at the event.**

B - Responsibility

Each pilot is conscious of the possible risks and take part at his own risk and peril. He is responsible of the terms declared, he personally guarantees for all the damages caused by him and his crew toward other peoples and things depending from his participation at the event.

To be accepted, must sign in advance the responsibility declaration requested. **Is recommended** to have an adequate **own insurance policy RC.**

Each pilot must respect the instructions received and the **not competitive** spirit of the exhibitions, never creating dangerous situations to himself and to the other pilots. **Differently he will be expelled.**

C - Documents requested

To be accepted, the pilots must present at the technical scrutineerings the following documents.

1- Racing Driver licence or Historic boats Driver card - validity 2016

2- Medical certificate of good health constitution, valid ONLY if delivered in 2016

> **Foreign Pilots.** They must present the same documents released from their national authority, with the same validities.

D - Safety Sportswears

To be accepted, the pilot and the crew-members must introduce at the technical scrutineerings and always wear during the water activity (including the breakdown situations), the following safety sportswears.

The choice and the efficiency of the full safety sportswears are under the exclusive responsibility of whom wears it .

1- Helmet : must be **only** of car type use, adequately protective. **The full top of the helmet** (minimum the 50% of the full helmet) must be painted **with only 1 plain color bright** : orange, or red, or yellow. **Is recommended** the use of the racing collar for the neck protection.

2- Life-jacket : must be **only modern-competition-type**, of color : orange, or red.

3- Overalls - Gloves : they must be adequately protectives.

Art. 4 - EVENTS

D - Participation

The participation is by invitation from the Organizers. The entry-form is **valid only** if is signed. **Is admitted only 1 pilot for boat.**

G - Pilots Briefings

Before to go in the water, must be done 2 briefings for the historic boats pilots, to give all the necessary informations about the program, flags and driving rules. **The pilots not present at the meetings will be not admitted to the water activity.**

H - Scrutineerings Boats / Pilots

The scrutineerings are required for all the enters. Differently they **will be not admitted** at the water activity.

M - Safety water activity

During the **full days** of saturday and sunday, **including all the intervals**, can go in the water **ONLY the pilots and the boats**, of any period and type, **regulary registered and ready scrutinized.**